

United States of America
Department of Transportation -- Federal Aviation Administration
Supplemental Type Certificate

Number SA1032WE

This certificate issued to

Texas Skyways, Inc
308 Boerne Stage Airfield
Boerne, TX 78006

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product--Type Certificate Number:

3A13

Make:

Cessna

Model:

182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K,
182L, 182N, 182P

Description of Type Design Change:

Installation of Roto-Master (Rajay) turbocharged Continental O-470L or O-470R engine in accordance with FAA sealed Drawing List No. RJ1500, or later FAA approved revision.

Limitations and Conditions: See STC SA1032 Addendum which is part of this Supplemental Type Certificate.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: February 02, 1965

Date of issuance: August 18, 1965

Date reissued: Jan. 14, 1969; Feb. 10, 1982; Oct. 23, 1987;
Sept. 22, 1995; May 19, 2000

Date amended: Aug. 30, 1965; Sept. 12, 1967; Apr. 9, 1968;
Oct. 1, 1975; Mar. 21, 1985



By direction of the Administrator

Paul E. Sconyers
(Signature)
Paul E. Sconyers
Associate Manager, ACE-117A
Atlanta Aircraft Certification Office

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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Supplemental Type Certificate
(Continuation Sheet)

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Date of Issuance: August 18, 1965

Date Reissued: May 19, 2000

Supplemental Type Certificate Addendum No. SA1032WE

The conditions and limitations of Type Certificate Data Sheet No. 3A13 apply where superseded by the following:

This data sheet, which is part of Supplemental Type Certificate No. SA1032WE, prescribes conditions and limitations under which the product for which the STC was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Supplemental T.C. Holder: Texas Skyways, Inc.
308 Boerne Stage Airfield
Boerne, Texas 78006

1. - Models 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, and 182J
(Normal Category) as modified by this STC

Engine Continental O-470-L (Models 182, 182A through 182G) or O-470-R
(Models 182E through 182L) modified to incorporate turbochargers
in accordance with Supplemental Type Certificate No SE25WE.

Fuel 100/130 Min. Grade Aviation Gasoline

Engine Limits Unturbocharged - same as original
Turbocharged - Take Off - 29.5 in. Hg at 2600 RPM (3 min.)
Max. Continuous - 27.0 in. Hg at 2500RPM

Propeller and
Propeller Limits Same as original except -
High pitch setting:
Hartzell HC-82XF-1, HC-A2XF-1 or BHC-A2XF-1/8433-3
30° at 30 in. station.
Hartzell BHC-C2YF-1/8466-2
30° at 30 in. station.
McCauley 2A36C/90M-8
27° at 36 in. station.
McCauley 2A34C/90A-8 or 90AT-8
27° at 36 in. station.

Airspeed Limits Same as original except -
Reduce V_{NE} 5 MPH per 1,000 ft. above 22,000 ft. MSL

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Limitations and Conditions (Continued):

Placards

The following placards must be located as shown on Roto-Master (Rayjay) Drawing No. RJ1501, Sheet 2:

"MIN. CONT. CLIMB SPEED TURBOCHARGED METO POWER - C.A.S. 110 MPH"

"FOR EMERGENCY DESCENT IDLE POWER - C.A.S. 160 MPH"

"TURBOCHARGER OPERATION POWER LIMITS
TAKEOFF: 29.5" MAP AT 2600 RPM (3 MIN.)
MAX. CONT.: 27.0" MAP AT 2500 RPM"

"REDUCE V_{NE} 5 MPH PER 1,000 FT. ABOVE 22,000 FT. MSL"

"THIS AIRPLANE HAS NOT BEEN FAA EVALUATED FOR
FLIGHTS ABOVE 25,000 FT."

"WIDE OPEN THROTTLE BEFORE ENGAGING TURBOCHARGER"

"100/130 MIN. GRADE AVIATION GASOLINE"

Limitation of
Applicability

The approval of this change in type design applies to the basic Cessna 182 Series as noted above. This approval should not be extended to other aircraft of these models on which other modifications are incorporated unless it is determined that the interrelationship between this change and any previously approved modification will introduce no adverse effect on the airworthiness of these aircraft.

- END -